

City of Lynnwood
Lynnwood Transportation Business Plan
NonMotorized Skeleton System Development
Technical Memorandum #2
Potential Full NonMotorized Systems

Prepared For:
City of Lynnwood
19100 44th Avenue W.
Lynnwood, Washington 98046
Contact: David Mach, PE

Prepared By:
Perteet, Inc.
2707 Colby Avenue, Suite 900
Everett, Washington 98201
Perteet Project No. 26028.001
Contact: Steve Sindiong

September 2008



Perteet

Civil and Transportation Consultants
2707 Colby Avenue, Suite 900
Everett, WA 98201
425.252.7700 / FAX 425.339.6018

TABLE OF CONTENTS

INTRODUCTION	5
BACKGROUND	5
PEDESTRIAN SYSTEM DEVELOPMENT	6
INTER-JURISDICTIONAL CONNECTIVITY	8
CONNECTIVITY TO SCHOOLS	8
RECREATIONAL CONNECTIVITY	10
COMMERCIAL CONNECTIVITY	10
CONNECTIONS TO TRANSIT	10
CONNECTIONS TO SENIOR HOUSING AND FACILITIES	11
CONNECTIONS TO COMMUNITY FACILITIES	11
CONNECTIONS TO MAJOR EMPLOYERS AND INDUSTRIAL AREAS	11
BICYCLE SYSTEM DEVELOPMENT	12
INTER-JURISDICTIONAL CONNECTIVITY	13
CONNECTIVITY TO SCHOOLS	ERROR! BOOKMARK NOT DEFINED.
RECREATIONAL CONNECTIVITY	15
COMMERCIAL CONNECTIVITY	15
CONNECTIONS TO TRANSIT	16
CONNECTIONS TO SENIOR HOUSING AND FACILITIES	16
CONNECTIONS TO COMMUNITY FACILITIES	17
CONNECTIONS TO MAJOR EMPLOYERS AND INDUSTRIAL AREAS	17

FIGURES

- Figure 2-1: Pedestrian Connectivity Example
- Figure 2-2: Proposed Pedestrian System
- Figure 2-3: Example of a Pedestrian Connection to Transit
- Figure 2-4: Bicycle Connectivity Example
- Figure 2-5: Proposed Bicycle System

APPENDICES

- Appendix A: Proposed Pedestrian System Segments
- Appendix B: Proposed Bicycle System Segments

INTRODUCTION

The City of Lynnwood has determined that an assessment and development of a skeleton non-motorized system is needed. This work effort is being conducted by Perteet, Inc. to develop the “skeleton” non-motorized system, and a list of projects and their priorities toward the development of the skeleton system.

Technical Memorandum #1 provided an overview of the existing conditions, which included the identification of existing and planned/programmed nonmotorized facilities, accident/safety issues, and major trip generators and activity centers throughout the City and adjacent jurisdictions.

This technical memorandum (#2) summarizes the development of a full network of pedestrian and bicycle facilities that provide necessary connections to land uses, major activity centers, transit, and existing or planned non-motorized facilities both within the City and adjacent jurisdictions. This full system was built upon the analysis completed as part of the existing conditions review.

Following the development of full pedestrian and bicycle systems, skeleton systems will be developed for both pedestrian and bicycle facilities. Skeleton systems are those pedestrian and bicycle connections that are the most important linkages to and between activity centers and transit. The City should focus on improving gaps or barriers along the skeleton system, or making improvements to existing facilities along the skeleton system where safety issues currently exist. The skeleton systems will be developed based upon a thorough analysis of the complete networks using evaluation criteria which will be included in Technical Memorandum #3.

Ultimately, the development of skeleton systems will help the City to determine where priorities should be made for non-motorized investments, and make efficient use of available transportation and recreation funds. Technical Memorandum #4 will summarize an evaluation of the skeleton systems and identify specific, prioritized improvements and planning level costs.

Background

On December 8, 2007, the Lynnwood City Council directed staff to develop a citywide multimodal nonmotorized transportation system. Known as the “skeleton system”, it would provide a skeleton framework of sidewalks, walkways, trails, paths, promenades and bikeways, appropriate to allow people to travel between most homes, schools, businesses, entertainment and other services, both public and private throughout the City of Lynnwood. In addition, the Council directed that staff use ranking criteria to identify the “skeleton” system, and the Council prioritized a number of criteria from a larger list developed by staff. The highest criteria recommended by the Council include:

- Proximity to schools/designated school routes
- Proximity to Senior Services
- Proximity to stores/businesses
- Proximity to City facilities/parks/trails/open space
- Does the segment provide an important link to other areas?
- Roadside safety elements/obstacles
- Midblock crossing safety
- Proximity to bus stops/routes
- Accident history
- Presence of existing sidewalk/sidewalk on one side of street
- Type of Street – Principal, Minor, Collector Arterial, Residential

The City last adopted a Non-Motorized Plan, titled “City of Lynnwood Pedestrian and Bicycle Strategy” in April 1996. Since then, numerous non-motorized capital facility projects have been completed within the City and adjacent communities. In addition, a number of local and regional planning efforts have been conducted that require that the City re-examine its non-motorized transportation needs.

PEDESTRIAN SYSTEM DEVELOPMENT

This section provides an overview of the pedestrian needs and full pedestrian system needed to serve the City of Lynnwood in the long term. Pedestrian travel is the real measure of accessibility of the transportation system. Every trip, whether by automobile, bus, bike, or foot, begins and ends with walking.

The full pedestrian system is defined as a holistic, integrated and seamless pedestrian network comprised of existing, currently planned, and proposed pedestrian facilities needed to provide connections to and between major activity centers, residential areas, recreational facilities, schools, community facilities, and transit. The pedestrian system may be comprised of sidewalks / walkways along arterials, collectors and local streets, shared use paths, or pedestrian trails, and pedestrian crossings. While many local streets within Lynnwood have pedestrian facilities, they may not be identified as part of the system as they are not the most important routes for connectivity.

Good sidewalk and pedestrian amenities are essential to promote the pedestrian-friendly environment and provide linkages to activity centers. Pedestrian networks must provide facilities for several types of walkers. Recreational walkers will prefer separated trails and slower, safer streets, for younger children and older adults. Commuters will prefer more direct routes from residential areas or bus stops on arterial streets to make the daily commute walk as short and as fast as possible. Shoppers will prefer pedestrian facilities that allow direct linkages to store-fronts.

As noted in Technical Memorandum #1, the City of Lynnwood has a fairly extensive system of sidewalks and trails throughout the City of Lynnwood, with a total of 146 miles of sidewalk along arterials and local streets. While the City has an extensive sidewalk and

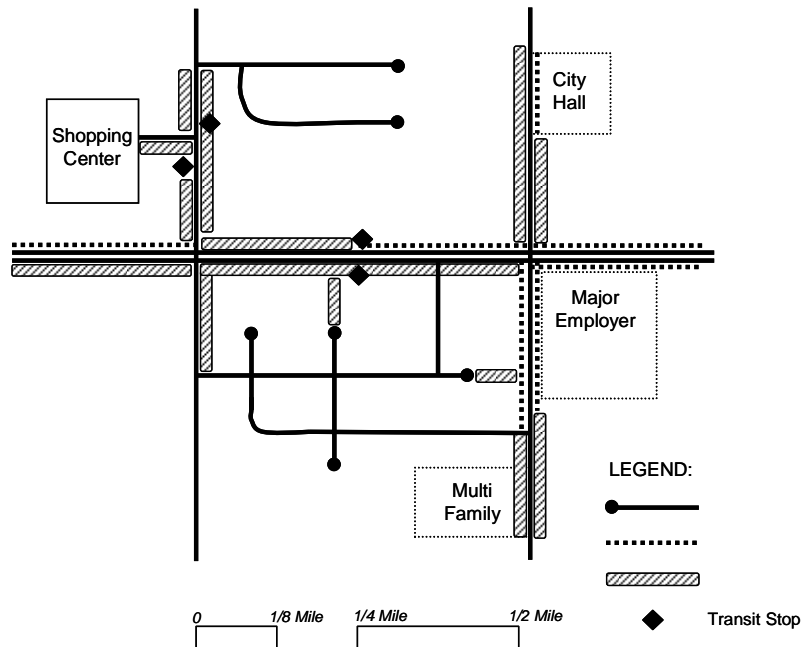
trail system, there are areas where walking can be challenging. Often, sidewalks do not connect with each other, or with key destinations such as parks, schools, shopping or other community facilities. The City has focused on filling missing links along routes connecting schools, parks and communities.¹

In developing the proposed full pedestrian system, the following considerations were made:

- Connections between Lynnwood and existing or planned pedestrian facilities in adjacent jurisdictions
- Connections to schools and colleges (Public and private)
- Connections to existing and planned parks and recreational facilities
- Connections to community facilities (civic center, libraries, post office, etc.)
- Connections to senior facilities and major senior housing
- Connections to major commercial areas
- Connections to existing/future transit routes, stops, transit centers and park & ride lots
- Connections to major employment and industrial areas

Figure 2-1 shows a conceptual diagram of pedestrian connectivity needs in any urban area. It shows how pedestrian connections can be made between major activity centers, transit, and residential areas. For example, direct pedestrian connections between residential areas, including cul de sacs, to arterials where transit routes are located, can significantly improve pedestrian connectivity and encourage walking.

Figure 2-1: Pedestrian Connectivity Example



¹ City of Lynnwood 2020 Comprehensive Plan, 2005 Update

The proposed pedestrian system for Lynnwood is developed as a grid pattern, providing connectivity to the uses identified above. In general, the grid was developed so that every property in Lynnwood is no further than 1,320 feet (1/4 mile) from a segment of the pedestrian grid. In most cases, the spacing is even less, at 1/8 mile or 660 feet. The proposed full pedestrian system for Lynnwood is shown in **Figure 2-2** and detailed in Appendix A.

Approximately 63 percent of the proposed full pedestrian system currently has walkways (either concrete sidewalk, asphalt walkway adjacent roads, or trails). Excluding asphalt walkways adjacent to streets, approximately 57 percent of the full pedestrian system has concrete sidewalks or trails.

The following section describes in more detail the considerations that were made for each of these criteria in developing the proposed pedestrian system.

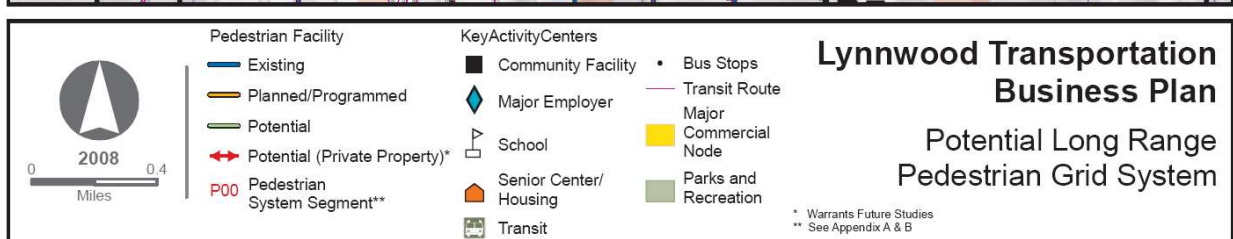
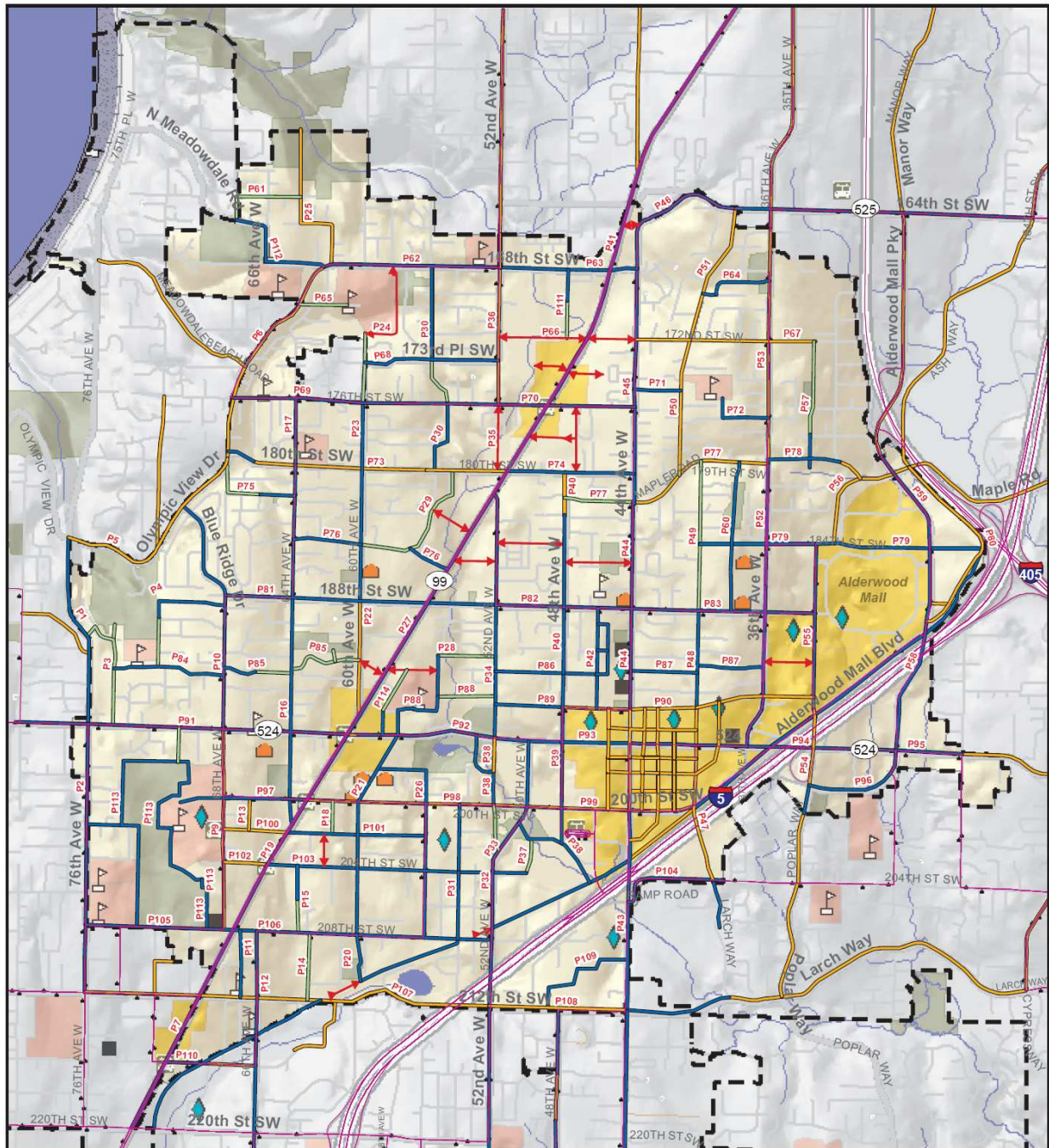
Inter-Jurisdictional Connectivity

Pedestrian connectivity does not end at the City's boundaries. It is important to consider connections to other activity centers in adjacent jurisdictions, and likewise allowing pedestrians from other jurisdictions to reach activity centers or transit facilities in Lynnwood. Understanding where existing and planned pedestrian facilities are located in adjacent jurisdictions is also important. One of the key considerations in developing the pedestrian system included the development of a primary north-south pedestrian route within Lynnwood and connecting to Snohomish County and Mountlake Terrace. Planned pedestrian improvements along 52nd Avenue W in Snohomish County and an existing facility along 52nd Avenue W in Mountlake Terrace provided this opportunity to make this corridor a major north-south route.

Connectivity to Schools

Most of the schools within Lynnwood are generally served well by existing or planned pedestrian facilities. Some of the key school connections related to the proposed pedestrian system included:

- Improved connections to Meadowdale High School from the south and west
- Improved connection to Lynndale Elementary School from the north, west and south
- Improved connection to Spruce Elementary School from the south (along Spruce Way)
- Improved connection to North Sound Christian School from the east and west (along 180th Street SW)
- Improved connection to Cedar Valley School from the north, south and east



Recreational Connectivity

The Interurban Trail, Scriber Creek Trail, and other trails around Lynnwood provide excellent recreational facilities. The pedestrian system builds on these by providing needed connections to parks or recreational facilities currently underserved. Examples of new pedestrian connections to recreational facilities include:

- Connection to future Stadler Ridge Park
- Connection to Lynndale Park from the south and west
- Connection between Cedar Valley School and Wilcox Park
- North-south facility linking Scriber Lake Park/Scriber Creek Trail to Lund's Gulch via 52nd Avenue W.

Commercial Connectivity

The City is embarking on an ambitious City Center Plan that will develop a network of grid streets within the City Center that will include sidewalks and a pedestrian promenade. These new roads will provide important linkages both within the City Center and to adjacent areas. Other major shopping / commercial areas include the Alderwood Mall area, and the SR 99 corridor.

While SR 99 itself is well served with pedestrian facilities, it is more difficult to access SR 99 from adjacent land uses, especially those to the east or west of the commercial uses. Future roads identified in the City's Land Use plan, including Hurst Road, will improve connectivity. However, because existing rights of way within the vicinity of SR 99 tend to be in the scale of large superblocks, it is difficult to provide good pedestrian access to businesses along SR 99. The City should work with private land owners to develop easements and trails linking higher density land uses surrounding SR 99 to the corridor. The identification of specific trail locations will require additional evaluation in the future.

The public streets surrounding Alderwood Mall generally include pedestrian facilities, and there are sidewalks within the mall that link to adjacent streets and transit stops. The planned Beech Road extensions to the east of the mall provide the opportunity for improved connections between the Interurban Trail and the mall.

Connections to Transit

Most streets currently served by transit include pedestrian facilities. A number of transit corridors without existing facilities are currently planned for pedestrian improvements, including 36th Avenue W (North of Maple Road), Olympic View Drive (between 168th Street SW and 176th Street SW), and 52nd Avenue W (north of 176th Street SW). These roads should be part of the pedestrian system. The primary need for improved connections to transit is via cross-streets without any pedestrian facilities that connect with transit routes and stops.

In addition, the proposed SWIFT Bus Rapid Transit route along SR 99 will have stops at 174th Street SW (SB)/176th Street SW (NB), 196th Street SW (SB)/ 200th Street SW (NB),

204th Street SW (SB only), and 216th Street SW (NB and SB). A future stop may be developed at 164th Street SW as land uses intensify in that area. It is important to provide good pedestrian linkages to these stops. As noted earlier, the City should work with private land owners to develop easements and trails linking higher density land uses surrounding SR 99 to the corridor and these future stops.

Figure 2-3: Example of a Pedestrian Connection to Transit



Connections to Senior Housing and Facilities

The Lynnwood Senior Center and a cluster of senior housing facilities are located in the Scriber Lake area, along Scriber Lake Road. There are currently pedestrian facilities accessing these facilities and most of them should be part of the pedestrian system. Planned improvements along 200th Street SW will also improve pedestrian connections to SR 99. A pedestrian facility along 61st Avenue SW between 200th Street SW and 202nd Street SW would help to improve connectivity between higher density housing and the senior center.

Other senior housing units are located along 36th Avenue W near Alderwood Mall. Existing pedestrian facilities connecting to the mall are an important part of the pedestrian system.

Connections to Community Facilities

Most of the City's community related facilities are located at the Lynnwood Civic Center along 44th Avenue W. Existing sidewalks, and the Mesika Trail provide good connectivity to these facilities and should be part of the pedestrian system. Other community facilities include the post office and courts building along 68th Avenue W near 208th Street SW. Planned pedestrian facilities along both 202nd Street SW and 204th Street SW will improve pedestrian connectivity to these facilities.

Connections to Major Employers and Industrial Areas

Major employers in Lynnwood include the Civic Center, Alderwood Mall, Edmonds Community College, and the Edmonds School District, all discussed previously. The Lynnwood Medical Center (Group Health) is located on 54th Avenue W between 200th Street SW and 204th Street SW and currently has pedestrian linkages. Other major

employment areas include business parks such as the Lynnwood Corporate Center and Sparling Tech Center (both located at 194th Street SW near 40th Avenue W).

An industrial area is located north and south of 212th Street SW east of SR 99. Some streets within this area currently lack pedestrian facilities, such as 63rd Avenue W. This street should be included as part of the pedestrian system.

BICYCLE SYSTEM DEVELOPMENT

Bicycling is becoming an ever increasing popular way to commute to work, school, shopping, and for recreational purposes due to its health, fuel efficiency, environmental and time saving benefits. A well connected bicycle system is an important part of the City's overall transportation system.

This section provides an overview of the bicycle needs and full bicycle system needed to serve the City of Lynnwood in the long term. Because bicyclists generally travel at greater distances than pedestrians, their systems are generally less extensive. It is important however, that they generally provide adequate access to major activity centers. In addition, having a good system of north-south routes and east-west routes, and connections to adjacent jurisdiction systems is important.

The full bicycle system, similar to a pedestrian system, is defined as a holistic, integrated and seamless bicycle network comprised of existing, currently planned, and proposed bicycle facilities needed to provide connections to and between major activity centers, residential areas, recreational facilities, schools, community facilities, and transit. The bicycle system may be comprised of bike lanes, bike routes, or multi-use trails.

Similar to pedestrians, there are both recreational bicyclists and commuter bicyclists. A good balance of facilities to serve both types of riders is important. Recreational riders may prefer separated trails and slower, safer streets, particularly when younger children or older adults are involved. Bike commuters, on the other hand, may prefer faster, more direct trails or bike lanes on arterial streets to make the daily commute ride as short and as fast as possible.

In general, there are currently only a limited number of bicycle facilities within the City, and the City is currently implementing bike lanes on a number of streets as discussed in Technical Memorandum #1. In addition, the City has identified future bicycle routes or facilities on a number of other streets. Some of the key bicycle issues within Lynnwood include:

- The lack of adequate north-south routes / facilities
- Inadequate bike connections to Alderwood Mall
- Gaps along the Interurban Trail

In developing the full bicycle system, the same considerations that were used in developing the pedestrian system were made.

Figure 2-4 shows a conceptual diagram of bicycle connectivity needs. It shows how bicycle connections can be made between major activity centers, transit, and residential areas. The proposed bicycle system for Lynnwood is developed as a grid pattern, providing connectivity to the uses identified above. In general, the grid was developed so that every property in Lynnwood is no further than 1,320 feet (1/4 mile) from a segment of the bicycle grid. The proposed full bicycle system for Lynnwood is shown in **Figure 2-5** and detailed in **Appendix B**.

Approximately 14 percent of the proposed full bicycle system currently has bike facilities (either bike lanes or designated bike route).

The following section describes in more detail the considerations that were made for each of these criteria in developing the proposed bicycle system.

Inter-Jurisdictional Connectivity

Just like pedestrian systems, bicycle connectivity does not end at the City's boundaries, and it is necessary to consider bicycle connections between activity centers in adjacent jurisdictions and Lynnwood. As noted earlier, a key need is improved north-south connectivity both within Lynnwood and to adjacent jurisdictions. Snohomish County is planning a bicycle route along 52nd Avenue W, as is Mountlake Terrace. This provides an opportunity for Lynnwood to use this corridor as the primary north-south bicycle route. It

Figure 2-4: Bicycle Connectivity Example

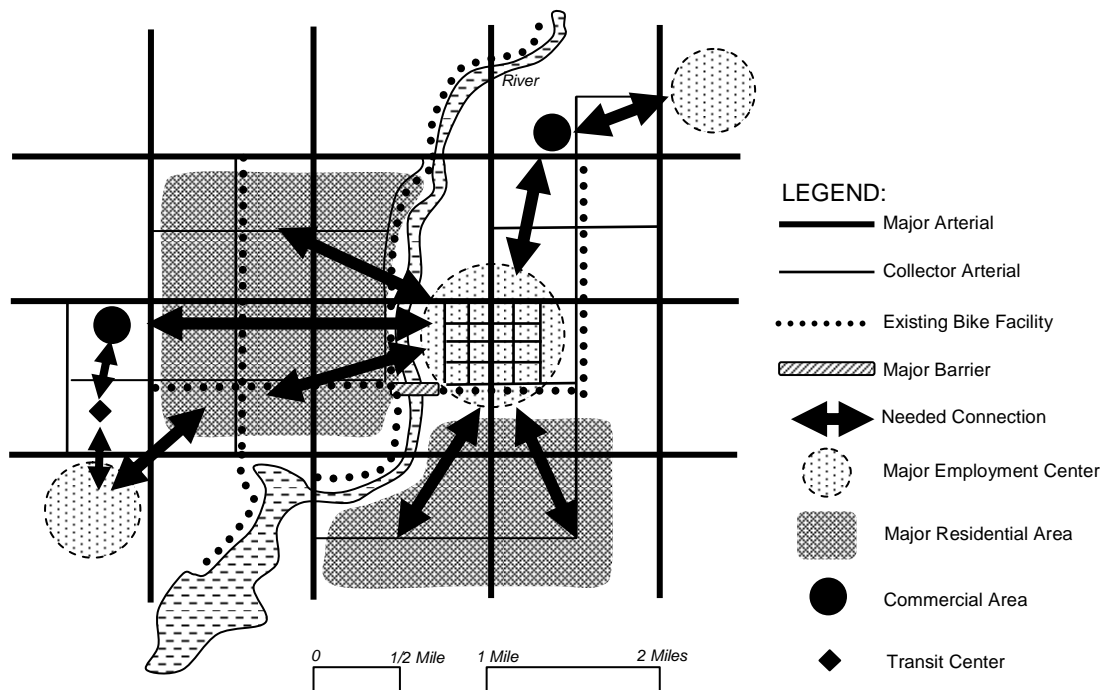
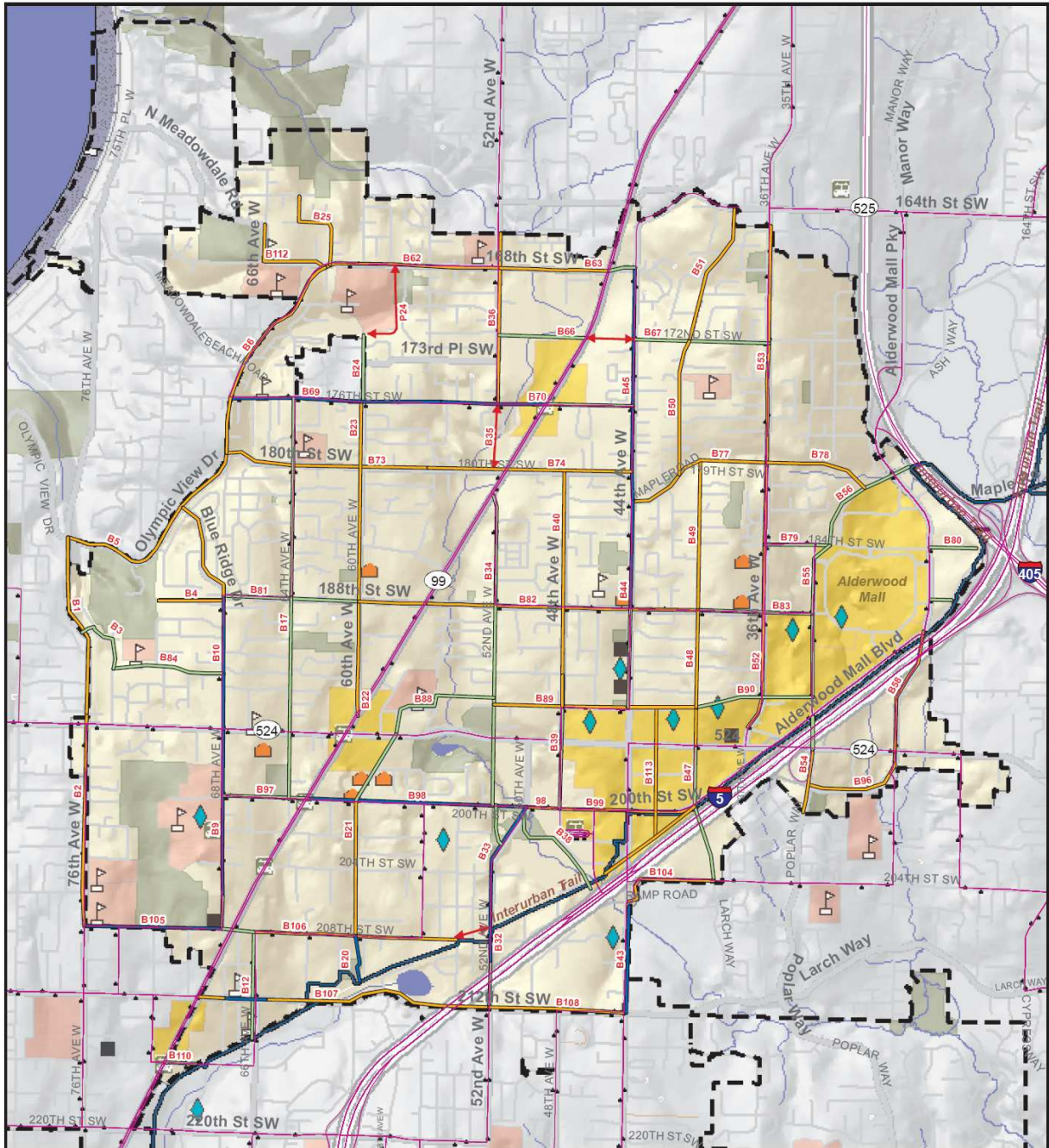


Figure 2-5



2008

Miles

<p>Bike Facility</p> <ul style="list-style-type: none"> Existing Planned/Programmed Potential Potential (Private Property)* Bicycle System Segment** 	<p>Key Activity Centers</p> <ul style="list-style-type: none"> Community Facility Major Employer School Senior Center/Housing Transit 	<ul style="list-style-type: none"> Bus Stops Transit Route Major Commercial Node Parks and Recreation
--	---	---

Lynnwood Transportation Business Plan

Potential Long Range Bike Grid System

* Warrants Future Studies
** See Appendix A & B

also provides an opportunity for an improved connection between Scriber Lake Park and Lund's Gulch. Other proposed bicycle system routes to connect to adjacent jurisdiction facilities include: 66th Avenue W (south of 208th Street SW), and the future 33rd Avenue W extension.

Connectivity to Schools

The following bicycle system routes are proposed (in addition to existing and planned bicycle facilities) to provide improved connections to schools.

- Improved connections to Meadowdale High School from the south (along 60th Avenue W).
- Improved connection to Edmonds Community College from the east via 200th Street SW
- Improved connection to Cedar Valley School from the north and south (along 58th Avenue W, 194th Street SW, 56th Avenue W, and 191st Street SW)

Recreational Connectivity

The Interurban Trail serves both commuter and recreational bicyclists. It is recommended that gaps along the trail, primarily near 212th Street SW, and near 208th Street SW be completed. The Scriber Creek Trail, currently a pedestrian trail, is recommended to be widened to allow use by bicyclists to access the transit center and connect to the Interurban Trail.

As mentioned previously, the 52nd Avenue W corridor can provide a needed connection between Scriber Lake Park (and the Scriber Creek Trail) and the Lund's Gulch area (via 168th Street SW and 60th Avenue W). A gap along the corridor between 176th Street SW and 180th Street SW would need to be addressed.

Another proposed addition to the bicycle system to better serve recreation areas includes a connection to Gold Park via 200th Street SW.

Commercial Connectivity

The proposed grid street network within the City Center will improve bicycle connectivity within that commercial area. While bicycle lanes may not be included in the street cross-section, the slow vehicular travel speeds will improve the bicycle environment. A new route along the proposed Larch Way extension (over I-5) will provide improved access from the south to the City Center.

Other major shopping / commercial areas include the Alderwood Mall area, and the SR 99 corridor. SR 99 has 14' outside lanes for bicyclists. However, because SR 99 has high traffic volumes and speeds, bicycling is not encouraged along this corridor, and is not being considered as part of the potential full bicycle system. It is however, important to provide bicycle connectivity to major commercial / activity areas and transit hubs along SR 99. The City has identified a number of east-west streets crossing SR 99 as bicycle

routes. There is a need for additional routes to feed to the SR 99 corridor, including 200th Street SW (to link Edmonds Community College and SR 99), along 176th Street SW east of SR 99 (to serve SR 99 and a future BRT stop), and along 216th Street SW (to provide a link between the Interurban Trail and SR 99 and a future BRT stop).

The Alderwood Mall presently has poor bicycle connections, and the City has not identified any planned routes to serve it. It is recommended that the following routes be developed as part of the bicycle system to better serve the mall:

- 33rd Avenue W extension, to provide improved access from the north
- Poplar Way Extension (over I-5) to provide improved access from the south
- 194th Street SW extension to provide improved access from City Center
- Beech Road extensions to provide improved access from the Interurban Trail

Connections to Transit

Many of the City's streets currently served by transit include existing or planned bicycle facilities. It is recommended that the following streets be designated as part of the bicycle system to provide improved bicycle access to transit:

- 52nd Avenue W
- 172nd Street SW (to access transit along 33rd Avenue W and 44th Avenue W)
- 176th Street SW (east of SR 99)
- 200th Street SW (between 68th Avenue W and SR 99/BRT stop)
- 66th Avenue W (south of 208th Street SW)

The proposed SWIFT Bus Rapid Transit route along SR 99 will have stops at 174th Street SW (SB)/ 176th Street SW (NB), 196th Street SW (SB)/ 200th Street SW (NB), 204th Street SW (SB only), and 216th Street SW (NB and SB). The SWIFT buses will have interior back racks for faster loading, but no bicycle facilities (racks or lockers) are planned at the stations themselves. Bicycle connections to these stops as noted above will help to make a more seamless transportation system.

Connections to Senior Housing and Facilities

The Lynnwood Senior Center, and a cluster of senior housing facilities is located in the Scriber Lake area, along Scriber Lake Road. 200th Street SW currently has bike lanes. A good north-south route is needed to serve these facilities. It is recommended that Scriber Lake Road and 60th Avenue W be designated as part of the bicycle system. These routes would also provide connections to transit along 196th Street SW, 200th Street SW, and 208th Street SW.

Other senior housing units are located along 36th Avenue W near Alderwood Mall. A route along 184th Street SW, which could be in the form of an offstreet trail, would provide a link to Alderwood Mall. Due to topography challenges at this location, a trail would need to be coordinated with the adjacent shopping center, and may have impacts to existing parking.

Connections to Community Facilities

Most of the City's community related facilities are located at the Lynnwood Civic Center along 44th Avenue W. The high traffic volumes and narrow width of 44th Avenue W along this portion make it difficult in the near term to make this a bicycle route. The City may want to consider widening the Mesika Trail behind the Civic Center to improve bicycle connectivity to these facilities.

Connections to Major Employers and Industrial Areas

Major employers in Lynnwood, including Alderwood Mall, Edmonds Community College, and the Edmonds School District, have been discussed earlier. The industrial area located in the southwest part of the City can have improved bicycle access via a bike route along 66th Avenue W.

Appendix A: Proposed Pedestrian System Segments

No.	Street	Limit From	Limit To	Status	Major Uses
P1	76th Ave. W	Olympic View	196 th St SW	Sidewalk both sides	Commercial, link to transit
P2	76th Ave. W	196 th St SW	208th St. SW	Sidewalk both sides	College Place E.S / M.S.; Multi-family in Edmonds; Transit
P3	74th Ave. W / 191st St SW / 190th St. SW	196 th St SW	76 th Ave W	No facility	Lynndale E.S.; Lynndale Park
P4	72nd Ave W/ 188th Pl SW	192nd Pl SW	68th Ave W	Sidewalk both sides of 188th Pl; Stair at west end of road to park.	Lynndale E.S.; Lynndale Park
P5	Olympic View Dr.	76th Ave. W	180th St. SW	Sidewalk under construction	Lynndale Park,
P6	Olympic View Dr.	180th St. SW	168th St. SW	Sidewalk under construction	St. Thomas More E.S.; Meadowdale M.S.
P7	SR 99	S City limit	208th St. SW	Sidewalk both sides	Commercial; Transit
P9	68th Ave W	208th St. SW	196 th St SW	Sidewalk both sides	Edmonds C.C.; Transit; courthouse, commercial, multi-family
P10	68th Ave W/Blue Ridge Dr.	196 th St SW	Olympic View Dr.	Sidewalk both sides	Transit
P11	67th Ave W	208 th St SW	212 th St SW	Partial sidewalk	Commercial, transit
P12	66th Ave W	S City limit	208th St. SW	Sidewalk both sides	Commercial, Multi-family; Paladin Academy; transit
P13	66th Pl. W	200 th St SW	202 nd St. SW	Asphalt walkway west side	Multi-family; Mixed use
P14	63rd Ave. W	208th St. SW	212th St. SW	No facility on majority of segment	Industrial; link to Interurban trail; connects to transit
P15	63rd Pl. W	204th St. SW	208th St. SW	Sidewalk both sides to current street end	Connects to transit
P16	64th Ave. W	188th St. SW	SR 99	Sidewalk both sides	Gold Park; Soundview School; Daleway Park; Commercial
P17	64th Ave. W	176th St. SW	188th St. SW	Sidewalk both sides s of 180th; intermittent asphalt n of 180th	North Sound Christian School
P18	61st Pl. W	200th St. SW	202nd St. SW	No facility	Multi-family; commercial; connects to transit
P19	SR 99	196 th St SW	208th St. SW	Sidewalk both sides	Commercial; Transit

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P20	211th St. SW / S. Lynnwood Park Trail	208th St. SW	63rd Ave. W	Existing trail / sidewalk	South Lynnwood Park; single family, industrial; link to Interurban trail, transit
P21	60th Ave. W / Scriber Lake Rd	196 th St SW	208th St. SW	Sidewalk both sides	Multi-family, single family, industrial, senior center, senior housing; link to transit
P22	60th Ave. W	188th St SW	SR 99	Asphalt walkway; planned sidewalk west side	Daleway Park; future park; Senior housing; commercial, multi-family; link to transit
P23	60th Ave. W	176th St SW	188th St SW	Asphalt walkway one side, intermittent n of 186th Place	Single family; future park
P24	60th Ave W	Meadowdale HS	176th St. SW	Missing sidewalk N of 176th; Possible trail through school to link to 168th St SW	Single family; Meadowdale HS; link to transit
P25	62nd Ave W/ 165th Pl SW / 64th Ave W	Lunds Gulch	168th St. SW	Asphalt walk on 62nd Ave W; Planned route to Lund's Gulch parking area; Extend trail thru Gulch	Lund's Gulch, link to transit, Meadowdale ES/MS/HS; Part of link between Scriber Creek and Lund's Gulch
P26	56th Ave W/198th St. SW	Scriber Lake Rd	208th St. SW	Sidewalk both sides s of 200th; asphalt or sidewalk n of 200th	transit, link to Scriber Lake Park, senior housing, Group Health, multi-family, industrial
P27	SR 99	52nd Ave. W	196 th St SW	Sidewalk both sides	Commercial, transit, link to Cedar Valley School
P28	56th Ave W/ 191st St SW	52nd Ave. W	Existing trail off 56th Ave W	Partial sidewalk/trail	Cedar Valley School, link to transit, future park, single family, link to commercial
P29	51st Pl W; Hurst Rd.	180th St. SW	186th Pl SW	No facility - Potential future road or trail connection	Multi-family, commercial, future connection
P30	56th Ave W/54th Ave. W	168th St. SW	180th St. SW	Sidewalk both sides; missing link between 173rd Pl and 176th St - Potential trail connection this portion	Single family, Meadowdale Park, future park/open space, link to transit
P31	54th Ave W	200th St. SW	208 th St SW	Sidewalk both sides	Group Health, link to Interurban trail, link to transit

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P32	52nd Ave W	204th St. SW	S city limit	Sidewalk both sides	Scriber Lake HS, transit, link to Interurban trail, industrial
P33	50th Ave W	196 th St SW	204th St. SW	Sidewalk both sides	Scriber Creek Park, Spragues Pond Park, commercial, industrial, multi-family, transit
P34	52nd Ave W	SR 99	196 th St SW	Sidewalk both sides	Wilcox Park, transit, multi-family, link to commercial
P35	52nd Ave W	176th St. SW	180th St. SW	No facility - currently private property	Missing link; commercial, link to transit
P36	52nd Ave W	N City limit	176th St. SW	Asphalt west side; Intermittent E side	Transit, Beverly ES, commercial, multi-family
P37	50th Ave W	Scriber Creek Park	204 th St SW	No facility	Proposed link/trail to serve Scriber Creek Park, industrial, improve connection to transit ctr
P38	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Existing pedestrian trail and planned improvements	Scriber Creek Park, Spragues Pond Park, Scriber Creek Park, transit center, commercial, multi-family; Consider extending to Cedar Valley Rd
P39	48th Ave W	192nd Pl SW	202nd St. SW	Sidewalk both sides	Transit center, City Center, Multi-family, commercial, transit
P40	48th Ave W	180th St. SW	192nd Pl SW	Sidewalk both sides; planned sidewalk n of 183rd Pl SW	Lynnwood ES, link to transit
P41	SR 99	N City limit	52nd Ave W	Sidewalk both sides	Commercial, transit, future park
P42	46th Ave W	Lynnwood ES	194th St SW	Sidewalk both sides	Lynnwood ES, link to transit, link to Civic Ctr
P43	44th Ave W	200th St. SW	212th St. SW	Sidewalk both sides; gap west side at I-5	Transit, link to City Center, commercial
P44	44th Ave W	Maple Rd	194th St SW	Sidewalk both sides	Civic center, library, N. Lynnwood Park, Lynnwood ES, transit, link to City Center, Veterans Park
P45	44th Ave W	168th St SW	Maple Rd	Sidewalk both sides	Transit, multi-family, commercial
P46	44th Ave W/164th St SW	Spruce Way	168th St. SW	Sidewalk both sides	Transit, multi-family, commercial
P47	Larch Way	196 th St SW	204th St. SW	No facility south of 200th St SW	Future road; link to transit, City Center, commercial, multi-family

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P48	40th Ave W	188th St. SW	194th St SW	Asphalt west side	multi-family, link to transit, link to City Center
P49	40th Ave W	Maple Rd	188th St. SW	Asphalt, sidewalk portions of east side; planned project to add walkway w/ extruded curb on one side	Link to transit
P50	Spruce Rd	172nd St SW	Maple Rd	Asphalt both sides N of 176th St SW	Spruce ES
P51	Spruce Rd	164th St SW	172nd St SW	Sidewalk or asphalt east side; sidewalk on portions of west side	Link to transit, multi-family
P52	36th Ave W	Maple Rd	196th St SW	Sidewalk both sides	Link to City Center; multi-family, senior housing, transit, commercial
P53	36th Ave W	N City limit	Maple Rd	Asphalt both sides; planned sidewalk project	Transit, Spruce Park, link to Spruce ES
P54	Poplar Way	Alderwood Mall Blvd	S city limit	Sidewalk east side s of 196 th St SW; planned project for new road/sidewalk over I-5	Heritage Park, commercial, Link to City Center, link to transit
P55	33rd Ave W	184th St SW	Alderwood Mall Blvd	Sidewalk both sides	Commercial/Alderwood Mall, City Center, transit
P56	33rd Ave W Extension	Ash Way	184th St SW	No facility (Planned project to include sidewalks)	Link to transit, Commercial, future mixed use, multi-family
P57	33rd Pl W	172nd St SW	179th St SW	Only partial sidewalk - near 172nd	Future park
P58	Alderwood Mall Pkwy	184th St SW	196 th St SW	Sidewalk both sides	Transit, Alderwood Mall/Commercial, mixed use
P59	Alderwood Mall Pkwy	City limit	184th St SW	Sidewalk both sides	Transit, Alderwood Mall/Commercial, mixed use
P60	Pioneer Park Nhood Trail	Maple Rd	188th St. SW	Pedestrian trail	Pioneer Park, multi-family, link to transit
P61	68th Ave W/164th St SW	Meadowdale Rd	64th Ave W	No facility	Meadowdale Playfield, Lund's Gulch
P62	168th St SW	Olympic View	52nd Ave W	Sidewalk both sides	Transit, Meadowdale HS, link to ES, MS, Meadowdale Park, Beverly ES, link to Commercial

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P63	168th St SW	52nd Ave. W	44th Ave W	Sidewalk both sides	Commercial, multi-family, link to Beverly Park ES & transit
P64	169th St SW/168th PI SW	Spruce Way	36th Ave W	Sidewalk/Trail	Spruce Park, link to transit
P65	170 th PI SW	Meadowdale Playfield	Olympic View Dr	Sidewalk/asphalt both sides	Meadowdale Playfield, Meadowdale ES & MS, link to transit
P66	172nd St SW	52nd Ave. W	44th Ave W	Street currently does not exist – Pot. Ped/bike conn.	multi-family, commercial, future park, link to transit
P67	172nd St SW	44th Ave W	33rd PI W	Asphalt, some sidewalk on N side	Link to transit
P68	173rd PI SW	60th Ave W	52nd Ave W	Sidewalk both sides	Link to transit
P69	176th St SW	Olympic View	54th Ave W	Sidewalk both sides	Brighton School, open space, transit
P70	176th St SW	54th Ave W	44th Ave W	Sidewalk both sides	Transit, Commercial, multi-family
P71	175th St SW	44th Ave W	Spruce Way	Sidewalk and trail	Link to transit & school
P72	176th St SW / Spruce ES	36th Ave W	Spruce Way	Sidewalk and trail – currently fence closed to school	Link to school & transit
P73	180th St SW	Olympic View	56th Ave W	Very limited sections with sidewalk or asphalt; Planned pedestrian improvement	North Sound Christian School,
P74	180th St SW	56th Ave W	44th Ave W	Limited sidewalk w of SR 99; asphalt both sides E of SR 99	Link to transit, commercial, multi-family
P75	68th Ave W/ 182nd St SW	Olympic View	64th Ave W	Partial sidewalk on 182nd	Link to transit
P76	185th St SW / 186th PI SW	64th Ave W	SR 99	Sidewalk w of 60th Ave; Asphalt on portion W of SR 99; Need trail w of 60th	Multi-family, link to transit, link to commercial
P77	181st PI SW / Maple Road	48th Ave W	36th Ave W	Sidewalk or asphalt E of 44th; No facility W of 44th	Link to transit
P78	Maple Road	36th Ave W	33rd St Ext.	Sidewalk both sides of existing road; Planned extension to new 33rd Extension	Link to future mixed use
P79	184th St SW	40th Ave W	Alderwood Mall Pkwy	Sidewalk on one side	Senior housing, multi-family, commercial/ Alderwood Mall, transit

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P80	Beech Road Extensions	East of Alderwood Mall Pkwy		Future roads	Commercial, link to transit
P81	188th St SW	68th Ave W	SR 99	Sidewalk both sides E of 60th; asphalt both sides W of 60th	Senior housing, transit, commercial, multi-family
P82	188th St SW	SR 99	44th Ave W	Sidewalk both sides	Transit, Commercial, multi-family, future park, link to Lynnwood ES
P83	188th St SW	44th Ave W	33rd Ave W	Sidewalk both sides	Transit, Commercial, Alderwood Mall, multi-family, City Center
P84	192nd PI SW	74th Ave W	68th Ave W	Sidewalk W of 72nd; asphalt E of 72nd	Link to Lynndale ES, link to transit
P85	192nd PI SW / Dale Way	68th Ave W	60th Ave W	Sidewalk on portion of 192nd	Link to Dale Way Park, commercial
P86	192nd PI SW	52nd Ave. W	46th Ave W	Sidewalk both sides W of 48th	Link to Civic Center
P87	192nd St SW / 191st PI SW	44th Ave W	36th Ave W	Sidewalk both sides	Link to transit, Link to Civic Center & City Center
P88	193rd PI SW or park driveway / 194th St. SW / 58th Ave W	196 th St SW	52nd Ave W	Sidewalk on 58th and 194th St SW; No facility on 193rd or park drive; Existing trail between 56th and end of 193rd	Wilcox Park, Cedar Valley Community School, multi-family, future park/open space
P89	194th St SW	52nd Ave. W	44th Ave W	Sidewalk both sides	Transit, City Center, multi-family, link to Civic center, Veterans Park
P90	194th St SW	44th Ave W	33rd Ave W	Sidewalk betw 40th and 44th; planned road extension to 33rd	Link to transit, City Center; Alderwood area
P91	196 th St SW	76th Ave. W	SR 99	Sidewalk both sides	Commercial, multi-family, Edmonds CC, Transit
P92	196 th St SW	SR 99	48th Ave W	Sidewalk both sides	Commercial, Scriber Lake Park, Wilcox Park, Link to Cedar Valley School, Transit
P93	196 th St SW	48th Ave W	36th Ave W	Sidewalk both sides; Planned project to widen/ new sidewalks	City Center, Transit, Convention Center

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P94	196 th St SW	36th Ave W	33rd Ave W	Sidewalk both sides; Planned project for sidewalk connection across I-5 on N side	Link to City Center; Transit, Link to commercial
P95	196 th St SW	33rd Ave W	E City limit	Sidewalk both sides W of 24th; planned project to widen/sidewalk E of 24th	Commercial, Transit
P96	198th Pl SW	Poplar Way	196th St SW	Sidewalk both sides	Commercial, link to transit, Heritage Park, Alderwood MS
P97	200th St SW	Edmonds CC	SR 99	Sidewalk both sides	Gold Park, Edmonds CC, Commercial, multi-family
P98	200th St SW	SR 99	48th Ave W	Sidewalk both sides; Planned project to widen/ new sidewalks	Senior Housing, Senior Ctr, Transit, Commercial, multi-family, Sprague Pond Park
P99	200th St SW	48th Ave W	40th Ave W	Sidewalk both sides; Planned project to widen/ new sidewalks	Multi-family, City Center, Transit/Transit Ctr.
P100	202nd St SW	68th Ave W	SR 99	Asphalt walkway; College Plan project to improve ped conn.	Link to transit, Edmonds CC, commercial, multi-family
P101	202nd St SW	SR 99	56th Ave W	Sidewalk both sides	Commercial, multi-family, link to transit, Group Health
P102	204th St SW	68th Ave W	SR 99	No facility - plan to extend road/sidewalks	Link to Edmonds CC, transit center, multi-family, commercial
P103	204th St SW	SR 99	50th Ave W	Sidewalks both sides w/ of 52nd; N side E of 52nd	Commercial, industrial, multi-family, Scriber Lake HS, link to transit
P104	204th St SW	44th Ave W	E City limit	Sidewalk / asphalt north side	Commercial, transit
P105	208th St SW	76th Ave. W	SR 99	Sidewalk both sides	Edmonds C.C.; Transit; post office, College Pl MS, commercial, multi-family
P106	208th St SW	SR 99	52nd Ave W	Sidewalk both sides	Transit, Multi-family, industrial, link to Interurban Trail
P107	212th St SW	SR 99	52nd Ave W	Sidewalk both sides	Link to transit; commercial, industrial, link to Interurban trail, Brighton School

Appendix A: Proposed Pedestrian System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
P108	212th St SW	52nd Ave. W	44th Ave W	Sidewalk both sides	Transit, commercial, multi-family
P109	48th Pl W/ 211th St SW/ 47th Ave W/ 209th St SW	212th St SW	44th Ave W	Sidewalk S side; portions on N side	Link to transit; commercial
P110	216th St SW	SR 99	Interurban Trail	Sidewalk both sides	Link to transit, BRT Stop, commercial
P111	48th Ave W	168th St SW	172nd St SW	Sidewalk on portion of 48th; Potential trail connection to 172nd	multi-family, commercial, future park, link to transit
P112	168th St SW/ 66th Ave W / Meadowdale Rd	West city limit	Olympic View Dr	Concrete or asphalt walkway on both sides of 168th St / 66th Ave; No facility on Meadowdale	Link to Meadowdale park, Meadowdale ES / MS
P113	Golf Course Trail	Golf Course Perimeter		Existing soft surface trail along perimeter of golf course; Consider connections to 196th St SW and 76th Ave W	Links to Edmonds CC, transit, College Place ES/MS, Courthouse, post office
P114	58 th Pl W	196th St SW	Proposed east-west trail	Existing sidewalk from 194th St SW to 196th St SW; Proposed trail to the north	Cedar Valley School, link to transit, Commercial
	City Center Grid			Future roads with sidewalk both sides; Pedestrian promenade	City Center, Transit, Convention Center
	Interurban Trail			Consider improved linkages at 208th/52nd, 212th, and 44th Ave W	Regional facility - serves Alderwood Mall, City Center, other locations throughout City

Appendix B: Proposed Bicycle System Segments

No.	Street	Limit From	Limit To	Status	Major Uses
B1	76th Ave. W	Olympic View	196 th St SW	Existing Edmonds bike route; Planned improvement	Commercial, link to transit
B2	76th Ave. W	196 th St SW	208th St. SW	Existing Edmonds bike route; Planned improvement	College Place E.S / M.S.; Multi-family in Edmonds; Transit
B3	74th Ave. W / 191st St SW / 190th St. SW	192nd PI SW	76th Ave W	No facility; Consider as bike route	Lynndale ES, Lynndale Park
B4	188th PI SW	Lynndale Park	68th Ave W	Planned bike route; Currently 2 lanes w/ onstreet parking; Stairwell at west end - would need to extend trail to school	Lynndale E.S.; Lynndale Park
B5	Olympic View Dr.	76th Ave. W	180th St. SW	Constructing to include wide curb lane for shared use	Lynndale Park,
B6	Olympic View Dr.	108th St. SW	168th St. SW	Constructing to include shared use wide curb lane	St. Thomas More E.S.; Meadowdale M.S.
B9	68th Ave W	208th St. SW	196 th St SW	Existing bike lanes (end to north of 208th St SW)	Edmonds C.C.; Transit; courthouse, commercial, multi-family
B10	68th Ave W/Blue Ridge Dr.	196 th St SW	Olympic View Dr.	Existing bike lanes S of 188 th St SW	Transit
B12	66th Ave W	S City limit	208th St. SW	Currently 2 lanes w/ onstreet parking; Link to planned route in Mountlake Terrace	Commercial, Multi-family; Paladin Academy; transit
B17	64 th Ave W	176 th St SW	200 th St SW	No facility; Consider bike lane	Transit, N Sound ES, St. Thomas More ES, Soundview ES, Daleway Park, Gold Park; future park
B20	211th St. SW / S. Lynnwood Park Trail	208th St. SW	63rd Ave. W	Existing trail / sidewalk	South Lynnwood Park; single family, industrial; link to Interurban trail, transit
B21	60th Ave. W / Scriber Lake Rd	196 th St SW	208th St. SW	Planned bike route	Multi-family, single family, industrial, senior center, senior housing; link to transit

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B22	60th Ave. W	188th St SW	SR 99	Existing project to widen SB lane for bike lane	Daleway Park; future park; Senior housing; commercial, multi-family; link to transit
B23	60th Ave. W	176th St SW	188th St SW	Planned bike route; Currently 2 lanes w/ narrow or no shoulder	Single family, future park
B24	60th Ave W	Meadowdale HS	176th St. SW	No facility; Consider bike route and trail to link to school and thru school to link to 168th St SW; Currently 2 lane w/ no shoulder to 173rd	Single family; Meadowdale HS; link to transit
B25	62nd Ave W/ 165th PI SW / 64th Ave W	Lunds Gulch	168th St. SW	No facility; would be combination of existing street / possible trail to park	Lund's Gulch, link to transit, Meadowdale ES/MS/HS; Part of link between Scriber Creek and Lund's Gulch
B32	52nd Ave W	204th St. SW	S city limit	Existing bike lanes north of 208th St; Consider bike improvements to south to link w/ planned bike route in Mountlake Terrace	Scriber Lake HS, transit, link to Interurban trail, industrial
B33	50th Ave W	200th St. SW	204th St. SW	Existing bike lanes both sides	Scriber Creek Park, Spragues Pond Park, commercial, industrial, multi-family, transit
B34	52nd Ave W	SR 99	196 th St SW	Consider bike route to provide continuous route through City; Link to Scriber Cr Trail at south; Currently 2 lanes w/ onstreet parking	Wilcox Park, transit, multi-family, link to commercial
B35	52nd Ave W	176th St. SW	180th St. SW	No facility - currently private property; Potential trail as property redeveloped to continue 52nd as a bike corridor	Missing link; commercial, link to transit

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B36	52nd Ave W	N City limit	176th St. SW	Planned bike route; Existing 2 lane road w/ shoulder; Would link to planned bike facility in Snohomish Co.	Transit, Beverly ES, commercial, multi-family
B38	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Currently pedestrian trail; Consider widening for bikes to allow access to Transit Ctr and Interurban Trail	Scriber Creek Park, Spragues Pond Park, Scriber Creek Park, transit center, commercial, multi-family
B39	48th Ave W	192nd Pl SW	200 th St SW	Consider for bike route to link w/ planned route north of 194th St SW and transit center; Currently 2 to 3 lanes	Transit center, City Center, Multi-family, commercial, transit
B40	48th Ave W	180th St. SW	192nd Pl SW	Planned bike route; Currently 2 lanes w/ onstreet parking	Lynnwood ES, link to transit
B43	44th Ave W	204th St. SW	212th St. SW	Consider bike route south of 204th St SW to link to existing Mountlake Terrace bike route	Transit, link to City Center, commercial
B44	44th Ave W	Maple Rd	194 th St SW	Existing bike lanes N of 188 th St SW	Civic center, library, N. Lynnwood Park, Lynnwood ES, transit, link to City Center, Veterans Park
B45	44th Ave W	168th St SW	Maple Rd	Existing bike lanes	Transit, multi-family, commercial
B47	Larch Way	194 th St. SW	204th St. SW	Planned road extension under I-5; Consider for bike lanes and bike route N of 200th St SW to link to planned routes N and S of City Center; Link to Interurban Trail	Future road; link to transit, link to City Center, commercial, multi-family
B48	40th Ave W	188th St. SW	194th St SW	Planned bike route; Currently 2 lanes w/ no shoulder	multi-family, link to transit, link to City Center

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B49	40th Ave W	Maple Rd	188th St. SW	Planned bike route; Currently 2 lanes w/ narrow or no shoulder	Link to transit
B50	Spruce Rd	172nd St SW	Maple Rd	Planned bike route; Currently 2 lanes w/ no shoulder	Spruce ES
B51	Spruce Rd	164th St SW	172nd St SW	Planned bike route; Currently 2 lanes w/ onstreet parking	Link to transit, multi-family
B52	36th Ave W	Maple Rd	194th St SW	Planned bike route; Currently 4 lanes w/ center median/turn pockets; Potential to restripe	Link to City Center; multi-family, senior housing, transit, commercial
B53	36th Ave W	N City limit	Maple Rd	Existing project to widen (3 lane option would include bike lanes)	Transit, Spruce Park, link to Spruce ES
B54	Poplar Way	194 th St SW	S city limit	Planned bike route between S city limit and 196 th St SW; Planned new road extension over I-5; Consider for bike lanes w/ connection to Interurban Trail	Heritage Park, commercial, Link to City Center, link to transit
B55	33rd Ave W	184th St SW	194 th St SW	Consider for bike route to link to Alderwood Mall	Commercial/Alderwood Mall, City Center, transit
B56	33rd Ave W Extension	Interurban Trail	184th St SW	New planned road; Consider for bike lanes to link to Interurban Trail and bike lanes on Alderwood Mall Pkwy	Link to transit, Commercial, future mixed use, multi-family
B58	Alderwood Mall Pkwy	Interurban Trail	196 th St SW	Planned bike route from 196 th St & Interurban Trail; Currently 5 to 6 lanes	Transit, Alderwood Mall/Commercial, mixed use

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B62	168th St SW	Olympic View	52nd Ave W	To be restriped for bike lanes in 2008	Transit, Meadowdale HS, link to ES, MS, Meadowdale Park, Beverly ES, link to Commercial
B63	168th St SW	52nd Ave. W	44th Ave W	To be restriped for bike lanes in 2008 (52nd Ave W to SR 99)	Commercial, multi-family, link to Beverly Park ES & transit
B66	172nd St SW	52nd Ave. W	44th Ave W	Street currently does not exist – Pot. Ped/Bike connection	multi-family, commercial, future park, link to transit
B67	172nd St SW	44th Ave W	36th St SW	Consider as bike route	Link to transit
B69	176th St SW	Olympic View	54th Ave W	Existing bike route; Currently 2 lanes w/ shoulder	Brighton School, open space, transit
B70	176th St SW	54th Ave W	44th Ave W	Existing bike route (From 54th Ave W to SR 99); Examine potential to extend east to 44th Ave W	Transit, Commercial, multi-family
B73	180th St SW	Olympic View	56th Ave W	Planned bike route; Currently 2 lanes w/ shoulder along portions	North Sound Christian School,
B74	180th St SW	56th Ave W	44th Ave W	Planned bike route; Currently 2 lanes w/ shoulder	Link to transit, commercial, multi-family
B77	Maple Road	44th Ave W	36th Ave W	Planned bike route; Currently 2 lanes w/ shoulder along portions	Link to transit
B78	Maple Road	36th Ave W	33rd St Ext.	Existing 179th is 2 lanes; Planned bike route using future road extension to new 33rd Extension	Link to future mixed use
B79	184th St SW	33rd Ave W	36th Ave W	Consider trail along south side of road (may impact shopping center parking lot) to shopping to provide link between planned 36th Ave route and 33rd Extension & Mall	Senior housing, multi-family, commercial/Alderwood Mall, transit

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B80	Beech Road Extensions	East of Alderwood Mall Pkwy		Planned roads; Consider bike facility along 184th St ext. and new E-W road accessing Sears entrance for access to Mall and links to Interurban Trail	Commercial, link to transit
B81	188th St SW	68th Ave W	SR 99	Planned bike route; Portion east of 60th Ave W to be restriped for bike lanes in 2008	Senior housing, transit, commercial, multi-family
B82	188th St SW	SR 99	44th Ave W	To be restriped for bike lanes in 2008	Transit, Commercial, multi-family, future park, link to Lynnwood ES
B83	188th St SW	44th Ave W	33 rd Ave W	Planned bike route W of 36 th ; Currently 4 lanes	Transit, Commercial, Alderwood Mall, multi-family, City Center
B84	192nd Pl SW	68th Ave W	74th Ave W	No facility; Consider for bike route	Link to transit; Lynndale ES; Lynndale Park
B88	193rd Pl SW or park driveway / 194th St. SW / 58th Ave W	196 th St SW	52nd Ave W	No facility; Existing gravel trail between 56th and end of 193rd	Wilcox Park, Cedar Valley Community School, multi-family, future park/open space
B89	194th St SW	52nd Ave. W	44th Ave W	Planned bike route; Currently 2 lanes w/ onstreet parking	Transit, City Center, multi-family, link to Civic center, Veterans Park
B90	194th St SW	44th Ave W	33rd Ave W	Planned bike route w/ of 40th; Consider extending east along planned road ext. to 33rd Ave W	Link to transit, City Center; Alderwood area
B96	Alderwood Mall Pkwy	Poplar Way	196th St SW	Planned bike route; Currently 5 lanes	Commercial, link to transit, Heritage Park, Alderwood MS
B97	200th St SW	Edmonds CC	SR 99	Planned bike route, Currently 2 lanes w/ onstreet parking	Gold Park, Edmonds CC, Commercial, multi-family
B98	200th St SW	SR 99	48th Ave W	Existing bike lanes from SR 99 to 50th Ave W	Senior Housing, Senior Ctr, Transit, Commercial, multi-family, Sprague Pond Park

Appendix B: Proposed Bicycle System Segments (Cont.)

No.	Street	Limit From	Limit To	Status	Major Uses
B99	200th St SW	48th Ave W	40th Ave W	Existing project to widen w/ bike lanes	Multi-family, City Center, Transit/Transit Ctr.
B104	204th St SW	44th Ave W	E City limit	Planned bike route; Currently 2 to 3 lanes w/ shoulder	Commercial, transit
B105	208th St SW	76th Ave. W	SR 99	Existing bike lane	Edmonds C.C.; Transit; post office, College PI MS, commercial, multi-family
B106	208th St SW	SR 99	52nd Ave W	To be restriped for bike lanes in 2008 (end at 66th Ave W)	Transit, Multi-family, industrial, link to Interurban Trail
B107	212th St SW	SR 99	52nd Ave W	Existing bike lanes just E of SR 99 to E of 66 th ; Existing bike route (Mountlake Ter); Lynnwood has planned route	Link to transit; commercial, industrial, link to Interurban trail, Brighton School
B108	212th St SW	52nd Ave. W	44th Ave W	Existing bike route (Mountlake Ter); Lynnwood has planned route	Transit, commercial, multi-family
B110	216th St SW	SR 99	Interurban Trail	Consider bike route to access future BRT stop; currently 2 lanes w/ onstreet parking	Link to Transit, future BRT stop, commercial
B112	168th St SW/ 66th Ave W / Meadowdale Rd	N Meadowdale Rd	Olympic View Dr	Planned bike route	Link to Meadowdale park, Meadowdale ES / MS
B113	42nd Ave W	194th St SW	Interurban Trail	Planned bike route	Link through City Center
	City Center Grid			Future roads with sidewalk both sides; Pedestrian promenade; Streets designed to allow bike use	City Center, Transit, Convention Center
	Interurban Trail			Consider improved linkages at 208th/52nd, 212th, and 44th Ave W	Regional facility - serves Alderwood Mall, City Center, other locations throughout City

ENDORSEMENT

The Staff Advisory Team has reviewed this technical memorandum, and concurs with it.

Staff Advisory Team	Initial
David Mach, PE - Project Manager	
Jeff Elekes, PE - Deputy Public Works Director	
Dick Adams, PE - Traffic Engineer	
Les Rubstello, PE - Operations & Maintenance Mgr.	
Laurie Cowan - Parks Planner	
David Kleitsch - Director	